

AMENDMENTS TO THE CLAIMS:

1. (currently amended) A twin carburetor for a V-type engine ~~provided with~~ comprising a first carburetor and a second carburetor which are connected to respective cylinders constituting the V-type engine, ~~in which~~ wherein a main drive throttle valve lever provided in the first carburetor and a driven throttle valve lever provided in the second carburetor are connected in an interlocking manner by a connection lever, and the centers of intake passages of the respective carburetors are arranged on the same line, wherein a cup member (20)-formed in a cup shape is provided with a peripheral wall portion (20B) upstanding from a bottom portion (20A)-toward an above opening portion (20C), a wire support portion (20F)-inserting for an accelerator wire (W)-being inserted thereto, and a threaded hole (20H)-for a stop screw, said cup member is arranged in parallel to the center of an intake passage (3, 11)-in each of the carburetors (1, 9)-and is arranged fixedly onto one side end surface (7A, 15A)-of each of the carburetors (1, 9), the opening portion (20C)-of said cup member is closed and held by a cover member (30), and the main drive throttle valve lever (8), the driven throttle valve lever (16)-and the connection lever (41)-are arranged so as to be received within the cup member (20)-including the cover member (30).

2. (currently amended) A twin carburetor for a V-type engine as claimed in claim 1, wherein a first insertion hole (20D)-capable of having the main drive throttle valve lever (8)-inserted thereto and a second insertion hole (20E)-capable of having the driven throttle valve lever (16)-inserted thereto are provided in a bottom portion (20A)-of said cup portion, the main drive throttle valve lever (8)-is received within the cup member (20)-via the first insertion hole (20D), the driven throttle valve lever (16)-is received within the cup member (20)-via the second insertion hole (20E), an opening portion of the first insertion hole (20D)-is closed by an end surface (7A)-of a first closing boss (7)-provided in the first carburetor (1), and an opening portion of the second insertion hole (20E)-is closed by an end surface (15A)-of a second closing boss (15)-provided in the second carburetor (9).

3. (currently amended) A twin carburetor for a V-type engine as claimed in claim 1, wherein said connection lever is arranged near the opening portion (20C)-of the cup member (20).

4. (currently amended) A twin carburetor for a V-type engine as claimed in claim 1, wherein a drain hole (20G) is provided in a bottom portion of said cup member in the gravitational direction.